

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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50X1-HUM

COUNTRY USSR  
SUBJECT USSR Highway Construction

REPORT

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REFERENCES 50X1-HUM

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

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1. Comment: Reference paragraph 6. The coordinates of Izyum are N 49-12, E 37-19.

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STATE	X	ARMY	#	X	NAVY	X	AIR	15	FBI		AEC				
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## USSR HIGHWAY CONSTRUCTION

1. The three highway construction projects [redacted] from 1948 to 1953 are pointed out on the overlay of a non-standard Soviet (Yevropeyskaya SSSR) map, scale, 1:4,000,000, published in Moscow in 1956 on page 4.

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Moscow-Leningrad Highway

2. The Moscow-Leningrad asphalt highway was five meters wide until 1948, when a project was initiated to increase the width to seven meters and improve the road shoulders. [redacted]

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Moscow-Rostov-na-Donu

3. [redacted] the Moscow-Rostov-na-Donu highway [redacted]

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[redacted] work was supervised by an MVD major who in turn was subordinate to an MVD colonel. The major was very demanding and any portion of the highway which did not meet his standards was ripped up and reconstructed as many times as necessary until it met the desired standards. The highway was seven meters wide with two-meter hard shoulders on each side. The highway was constructed on relatively level terrain and drainage ditches were excavated wherever necessary. (See sketch on page 5, of cross section of highway.) Supply and asphalt-preparation stations were constructed every 30 kilometers along the route during the winter months. (November, December, January, and February), when work on the highway ceased.

4. When the highway was completed, maintenance crews who operated graders, snowplows, asphalt patching equipment, and gravel spreaders, were located in stations every 60 kilometers along the highway. These crews were composed of six to ten laborers, with one MVD supervisor at each station.

5. [redacted] estimate the cost involved in highway construction; [redacted] each kilometer of highway cost approximately 200,000 rubles. [redacted] a supervisor of a crew of between six to ten workers [redacted] received a salary of 1800 rubles per month. which, after the normal deductions, came to 1500 rubles. [redacted] the laborers received about 1200 rubles per month before deductions. In the early stages of this highway construction project in 1948, [redacted] it took two weeks to construct one kilometer of highway; however, by 1950, experienced personnel had reached the norm of one kilometer per week.

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When [ ] crew constructed one kilometer per week, they were paid a monthly bonus, which in his case brought [ ] salary up to 2000 rubles per month.

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6. [ ] the highway was designed for 40-ton vehicles. He had seen steam shovels and steam rollers transported by heavy duty bed-trailers. In case of emergency, he felt the highway could tolerate 100-ton loads. The one exception was in Izyum where the steel constructed highway bridge had a 40-ton capacity. [ ] no further information about this bridge. [ ] traffic on this road was heavy.

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7. The majority of maps used [ ] had the scale of 1:250,000 but [ ] maps with scales of 1:500,000, and 1:100,000. Maps came from Moscow. Each crew supervisor was issued maps for his particular section of the highway and was required to turn them in at the above-mentioned construction stations where they were stored. The maps were neither classified nor kept under lock and key, but each crew supervisor signed out copies and was responsible for their return.

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50X1-HUMMoscow-Warsaw Highway

8. The Moscow-Warsaw asphalt highway was eleven meters wide; this was the only highway of this size in the Soviet Union. [ ]

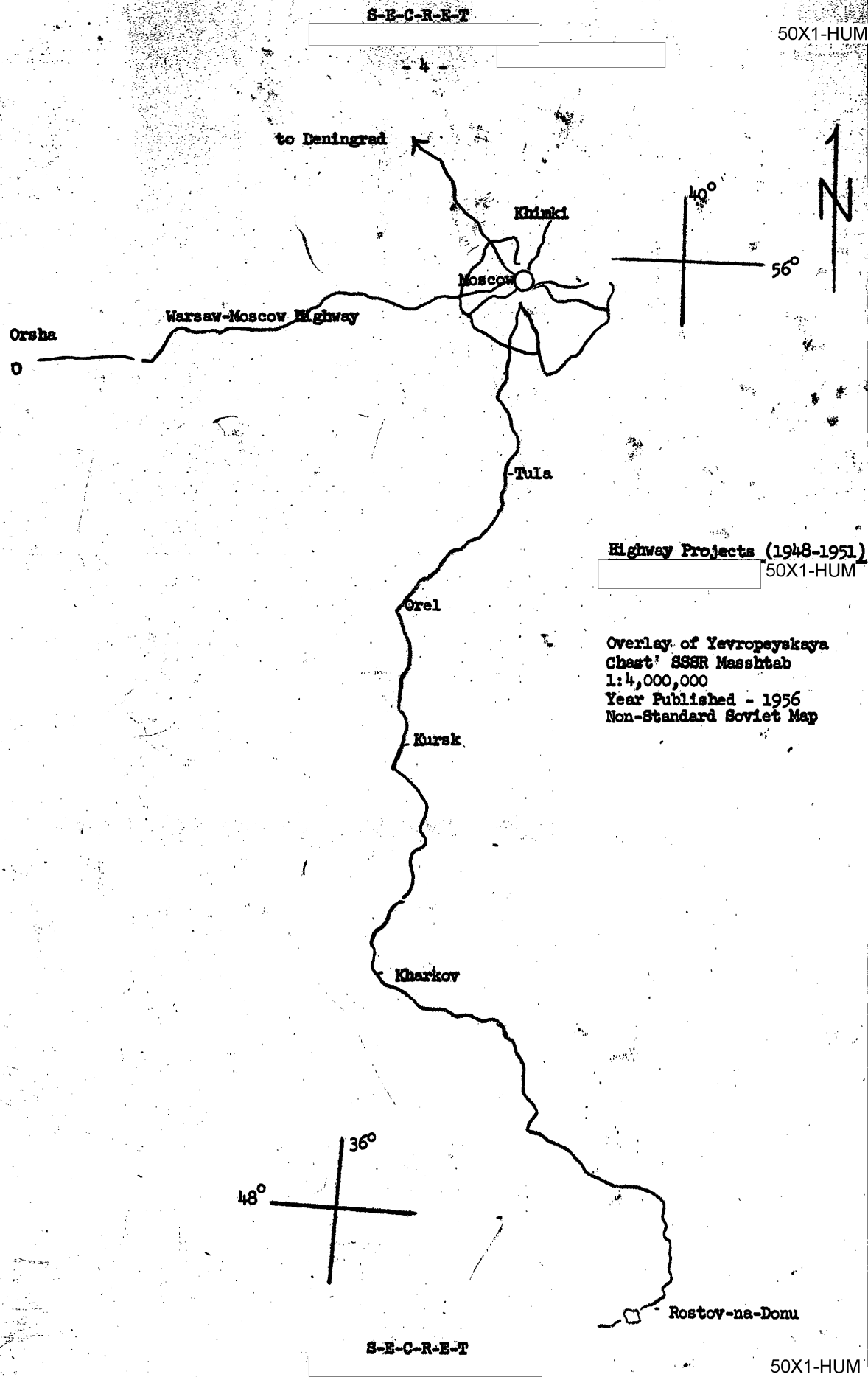
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[ ] The section of the highway between Orsha (N 54-31, E 30-25) and Orekhovsk (N 54-42, E 30-30) required some surface and shoulder maintenance. [ ] no information about the type of traffic on this highway.

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Cross-Section of Moscow-Kharkov-Rostov Highway

